

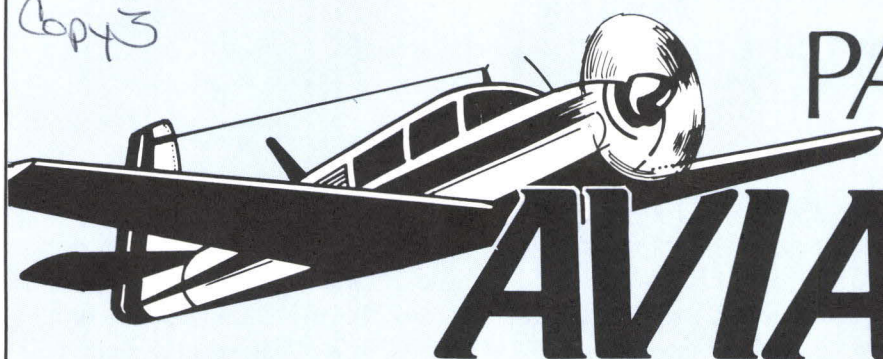
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PALMETTO

Volume 45, Number 2

Published by the S.C. Aeronautics Commission

April 1993

S.C. Wing CAP Presents Outstanding Service Awards

Formal dress and fancy dresses were the order of the day for the South Carolina Civil Air Patrol Wing's awards banquet.

The evening banquet was the pinnacle of the CAP Annual Conference held at the Sheraton Hotel in Columbia, March 5-7. Col. T. Richard Herold, Wing Commander, welcomed the National Commander of the CAP, Brigadier General Warren Barry and S.C. Aeronautics Commission Executive Director Joseph Saleeby as honored guests.

The banquet featured Lt. Col. James Ballew as master of ceremonies, and began the evening with a dynamic speech on leadership. Col. Richard Anderson followed with a

Brig. Gen. Warren Barry (l) presents 1st Lt. Elizabeth Craig with the Squadron Commander of the Year along with Col. T. Richard Herold.



talk on the importance of each individual's role in the CAP and how the CAP impacts us all.

Brig. Gen. Barry presented plaques to the following for their outstanding contributions:

Senior of the Year -- Lt. Col. William B. Farley, Chaplain, Spartanburg

Composite Squadron.

Cadet of the Year -- C/Capt. Jared A. Rundell, Coastal Charleston Composite Squadron.

Squadron Commander of the Year -- 1st Lt. Elizabeth Craig, Coastal Charleston Composite Squadron.

See Civil Air Patrol, Page 6



Lt. Col. John Truluck (l), Col. Bob Morgan and Col. Gabreski start up the Warbirds party.

Warbirds Honor Premier Aerial Combat Hero

History and excitement were both in great abundance at the 1993 Warbird of the Year presentation in Spartanburg recently.

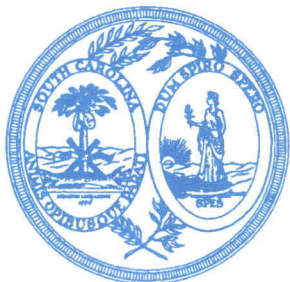
For the fifth consecutive year, the Warbirds honored one of the premier aerial combat heroes of all time as Warbird of the Year. This year's recipient was Col. Francis S. Gabreski who was honored in Spartanburg at the Wilson World

Hotel in late February.

Known as "Gabby", Gabreski was America's top ace in Europe in 1943-44, flying a P-47 Thunderbolt. As the leading WWII ace he had 36.5 kills -- 30 of which were over Germany and 6.5 over Korea, during the Korean Conflict.

He is one of seven men named as "Double Aces" who fought both

See Warbirds, Page 6



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

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Charleston
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Richard McClellion
Anderson
Third District

Ralph Schmidt
Greenville
Fourth District

Fifth District - Vacant

Col. Edsel "Coupe" De Ville
Surfside Beach
Sixth District

Staff:

Joseph J. Saleeby
Executive Director

Helen F. Munnerlyn
Editor

From the Director's Desk

A New Approach To Airport Improvements

The S.C. Aeronautics Commission is going to initiate a new approach to the state and locally funded airport projects. The sponsors will submit a list of their projects which they intend to start during that fiscal year along with assurances that their portion of the funds are available.

You must provide a workscope and a cost breakdown with your grant request.

Your request for funding must be received by the S.C. Aeronautics Commission between July 1 and July 31. The projects will then be reviewed for eligibility and prioritization.

As soon as this list is established, you will be notified that your project has or has not been funded. If your project is approved for state funding, Plans and Specifications submittals will be required no later than November 30. Plans and Specifications will be reviewed and approved during the month of December.

A Notice-to-Proceed will be issued to you by January 10. After you receive the Notice-to-Proceed, any state funded project not in progress by April 1, will be withdrawn from state funding.

Calendar of Events:

Submittal Request – July 1 - July 31

Submit Plans & Specifications –

No later than Nov. 30

Notice-to-Proceed -- By January 10

Start Work – By April 1

In an effort to encourage more participation without a hardship on the sponsor's budget, we are also go-

ing to change our method of reimbursements.

At the pre-construction conference with SCAC staff, an agenda will be agreed upon and as work progresses reimbursement may be made in stages as the work is complete.

We hope this will allow sponsors with smaller budgets to be able to accomplish improvements which might not have been possible without a draw down schedule.

The bill to provide funding for airport maintenance and improvements is scheduled to be discussed in the Senate Finance Committee in the very near future. The members of that Committee are:

Sen. John Drummond, Chairman
Sen. J. Verne Smith, V. Chairman
Sen. John Land
Sen. Nikki Setzler
Sen. Hugh Leatherman
Sen. Phil Leventis
Sen. Alexander Macaulay
Sen. Harvey Peeler
Sen. Warren Giese
Sen. David Thomas
Sen. Kay Patterson
Sen. Yancey McGill
Sen. John Courson
Sen. John Matthews
Sen. William O'Dell
Sen. Ernest Passailaigue
Sen. McKinley Washington
Sen. Glenn Reese

Write them at Senate Finance Committee, PO Box 142, Columbia, SC 29202.

We solicit your help in encouraging them to support this bill.

And remember -- CEO's won't come to town on the bus --

Joseph J. Saleeby



Saleeby

South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport. Mailing Address: P.O. Drawer 280068, Columbia, SC 29228-0068. Phone (803) 822-5400 or 1-800-922-0574.

State Winners of Aviation Art Contest Named

The state winners of the 1993 International Aviation Art contest were named recently.

Category I (ages 5-8) 1st Place: Caleb Leikvold, 8, of the Little Red Schoolhouse, Lexington. 2nd Place: Tamara Corley, 8, of E.E. Taylor Elementary, Columbia.

Category II (ages 9-12) 1st Place: Matt Baker, 11, of Fulmer Middle School, W. Columbia. 2nd Place: David Baker, 12, of Fulmer Middle School. 3rd Place: Clinton Z. Harris, 10, of Glad School in W. Columbia.

Category III (ages 13-16) 1st Place: Michael Shannon, 13, of Fulmer Middle School. 2nd Place: Gabrielle Dyches, 13, of St. Andrews Middle School. 3rd Place: Valerie Matchette, 13, of St. Andrews Middle School.

The contest is sponsored locally by the S.C. Aeronautics Commission, and nationally by the National Aeronautics Association, the National Association of State Aviation Officials, the FAA and the Federation Aeronautique Internationale.

It's SC CAP Reunion Time

A group of the S.C. Wing of the Civil Air Patrol are getting together for a reunion to relive memories and friendships. Anyone involved with the CAP, a cadet, senior member, Air Force liaison or civilian, during the late 1960s to mid-1970s, is invited to a SC CAP Reunion.

The Reunion will be June 12 at the Greenville Holiday Inn at I-85 (Exit 45A). The \$22 a person charge is for cocktails, buffet dinner, music, dancing and lots of distinguished speakers to share their stories. For those staying overnight, a block of rooms has been reserved at the Holiday Inn at \$40 a night.

For more information about the SC CAP Reunion, please contact Nancy Z. Gleaton, (803) 438-1537. Deadline for reservations is May 15.

Breakfast Club To Visit Broxton Bridge Plantation

The South Carolina Breakfast Club will meet at Broxton Bridge Plantation, Sunday, April 18.

Up to 100 aircraft are expected at the plantation, which is located about six miles south of Ehrhardt on Hwy 601. Broxton Bridge Plantation is also one mile south of the intersection of Hwy 601 and 641.

Breakfast will be served by Gwen Varn beginning at 8 a.m. Those attending will be able to tour the two houses, built approximately in 1880 and 1850 and is now being used as hunting lodges and a Bed & Breakfast.

A special feature will be a shooting demonstration by Dan Carlisle, who was a member of the US Olympic

Team in 1984 and 1988. Carlisle is the only person in history to be on the US Olympic Skeet Team and the Trap Team simultaneously. He was also the National Sporting Clays Champion twice and has been listed in the Guinness Book of Records. Carlisle operates a shooting school at Broxton Bridge on the last Saturday of each month.

Dan's partner in the shooting demonstration, Crazy Guns, is Jay Braicinni, a shooter/instructor and mortgage banker from California.

During Dan and Jay's shooting demonstration, they will prepare various vegetables into a big salad.

The public is invited. For more information call 1-800-437-hunt.

Aviation Calendar



April 18

Broxton Bridge Plantation
Near Allendale, S.C.

April 25

Breakfast Club
Georgia Breakfast Club
Columbus, GA

May 2

Breakfast Club
Spartanburg Downtown

May 16

Breakfast Club
Fairfield County Airport
Winnsboro, SC

May 23

Breakfast Club
S.C. Aeronautics Commission
Columbia Metro Airport

May 30

Breakfast Club
Twin Lakes Airport

June 13

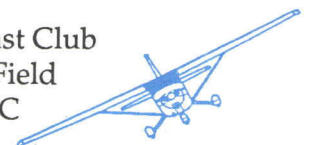
Breakfast Club
Florence Regional Airport

June 27

Breakfast Club
Alan Smoak--host
Do-Little Field, SC

July 11

Breakfast Club
David Field
Estill, SC



July 18

Breakfast Club
Washington-Wilkes Airport
Washington, GA

Airport Improvements Slated for Five Airports

Conway-Horry County Airport, Rock Hill-York County Airport, Spartanburg Downtown Airport, Georgetown County Airport and Walterboro-Colleton County Airport all received funding for improvement projects at the South Carolina Aeronautics Commission meeting in Columbia, March 17.

The Aeronautics Commission held their regular meeting and approved more than \$50,000 for airports. When completed, the projects will generate more than \$370,000 when combined with local and federal funding. Chairman Jim Hamilton announced the following allocations:

◆ **Conway-Horry County Airport** -- \$9,099 to clear approximately

45 acres of airport property of all vegetation to a maximum height of four inches. The state and local sources will fund five percent each, and the FAA funding 90 percent.

◆ **Rock Hill-York County Airport** -- \$5,850 for obstruction removal and building demolition. This project is funded 90 percent through federal funds, and five percent with local and state funds.

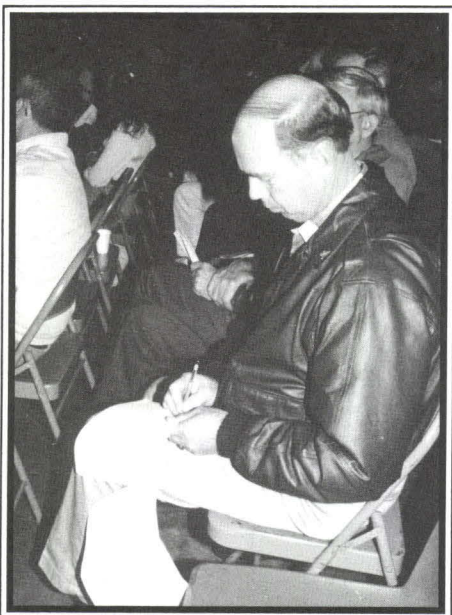
◆ **Spartanburg Downtown Airport** -- \$13,900 approved for an updated airport layout plan. The state will provide five percent of the total project cost. State and local sources will provide 50 percent each to fund the project.

◆ **Georgetown County Airport** -- \$8,980 approved to pave

ramps associated with the airport's 11 T-hangers and one box hangar. The local and state funding participation is 50/50.

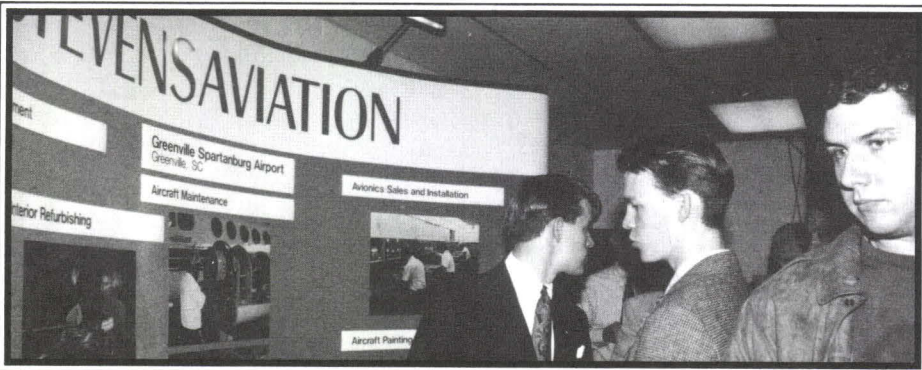
◆ **Walterboro-Colleton County Airport** -- \$13,000 approved to install omnidirectional approach lighting system, and runway end identifier lighting. The state and local sources are funding 50 percent each of the total project cost.

The Aeronautics Commission is responsible for fostering the growth of air commerce in the state, cooperating in the development and improvement of airports as well as supervising aeronautical activities and facilities. The Commission acts as a funding agency awarding capital improvement bond grants for eligible airport improvements..



More than 400 Attend FAA Maintenance Seminar

More than 400 people interested in aircraft maintenance attended an FAA Biennial Maintenance seminar in late February. Attendance for the seminar was in such demand the location was changed to the National Guard Amory just days before the event.



AOPA Offers Helpful Publications

The Aircraft Owners and Pilots Association has published two reference books you may want to get.

The first is the 1993 edition of *Aviation USA*, what many consider to be one of the most useful guides in aviation. *Aviation USA* provides listings for some 5,400 public-use airports, seaplane bases, heliports, and their associated businesses, and about 2,000 diagrams of airports with instrument approaches.

Another publication is *A Guide to Aircraft Co-Ownership*, designed to assist members successfully set up a co-ownership arrangement for their aircraft.

To order call 1-800-USA-AOPA.

Profiles in Aviation

Edwin Pearlstine: A Constant Force

Some people seem to bend to the wind with every change, but there are men who seem to thrive on adversity, becoming more stalwart as their passion builds. So it is with Edwin S. Pearlstine, Jr., a dynamic force who stands strong for aviation.

Pearlstine, a Charleston native, began flying through a singular event, like hundreds of aviators -- a friend took him for a ride.

"A friend of mine had a single engine Piper and took me to Baton Rouge to see USC play LSU. I'd never flown much before that time in a small plane...and we just jumped in the plane and I said ..'This looks like fun.' And that got me started," he said animatedly.

Since that first plane ride, Pearlstine has been flying for more than 18 years as a private pilot with multi-engine instrument ratings.

He's also owned many aircraft, but his first will always have an air of sentimentality to it -- a Cessna Skylane 182 with the number 182EP, Pearlstine's initials.

He has owned two Lances, and a turbo Saratoga, but now because he likes to take long trips, he owns a Beechcraft Baron. "I like the twin engine the best because I like to fly over water a lot, I have house in the Bahamas, and it's just the safety of a second engine."

Pearlstine admits there are not as many recreational pilots as there were when he first began flying. "Now, because of the costs involved it's more for business use."

In his 12 years as a Commis-

sioner for the South Carolina Aeronautics Commission, he seen a dwindling number of young people getting involved in aviation. "Back then pilots would take kids out to let them fly. Now, entry level pilots are very hard to find."

As airspace becomes more restricted, the limitations to flying are the most difficult to adjust to. "These

days, you have to have a Mode C transponder, and to fly to major airports you almost have to have an instrument rating."

In December 1990, Pearlstine had double bypass heart surgery. His constant determination and strong will kept him from becoming another health statistic. And in six months, the earliest allowed by law, got his pilots license back. "It was truly a commitment to flying," he said.

He is adamant about training, "I strongly urge all pilots to continually do recurrent training. It's just so important. The S.C. Aeronautics Commission trains their pilots so well. Other pilots should be well trained."

As a Commissioner for 12 years under two governors, with four of those years as Commission Chairman, Pearlstine wants to set the record straight, "So many times the public has the wrong perception of what the Aeronautics Commission is... they see us an agency that flies people, but that's a very small part of what they do."

"The Aeronautics Commission assists airports in rural areas which depend on economic development. You'd be surprised to know how

many industries won't come to an area without an airport. It's basic economics.

"Our state's Aviation system is the part that's overlooked, but it is vitally important to the state," he emphasized. "I'm most proud of the tremendous improvements of terminal buildings in small airports. It's very important that airports present a good image to people coming into their community."

One major concern of the Charleston native is the tight fiscal situation in the state. "We must not neglect the upkeep and maintenance of our excellent airport system," he added. "I realize money is tight, but the airport is the lifeblood to these rural communities and rural areas."

One problem he sees is that restructuring may take away the emphasis on air transportation. "I'm



Edwin Pearlstine at the S.C. Aeronautics Commission.

not against restructuring, but if we become part of a larger agency it is conceivable that airport development will get lost and that would hurt everyone in South Carolina."

The first things you learn in flying are thrust, drag, gravity and lift -- the four forces. But there is even a greater force than gravity in aviation -- Edwin Pearlstine.

Civil Air Patrol Honors Achievements

Continued from Page 1

Squadron of the Year -- Spartanburg Composite Squadron
47 Years of Service -- Lt. Col. Bailey Boyd, Jr., Aiken Composite Squadron.

39 Years of Service -- Lt. Col. Harold M. Dickerson, Greenville Composite Squadron.

12 Years of Service as S.C. Wing Personnel Officer -- Lt. Col. Mary Hobson.

Chaplain of the Year -- Lt. Col. Donald E. Neal, York Composite Squadron.

Public Affairs Officer of the Year -- SM Jill E. Turbeville, Marion Composite Squadron.

Communicator of the Year -- Capt. Richard P. O'Neill, Hilton Head

Composite Squadron.

Brig. Gen. Barry also presented the Exceptional Service Award to Col. Douglas T. Abercrombie, S.C. Wing Vice Commander, for his 31 years of service to the CAP.

In addition, he presented the Meritorious Service Award to Lt. Col. Mary Hobson for her support as the S.C. Wing Personnel Officer for the past 12 years.

Col. Richard Anderson presented a Meritorious Service Awards to Lt. Col. James Ballew, the S.C. Wing Director of Logistics for four years and 10 years of Service; and to Capt. Joe Dalfiume, S.C. Wing Director of Operations, Support in Emergency Services, and 11 years of service.

Dr. Bishara, S.C. Wing Director of External Aerospace Education, concluded the ceremonies with a patriotic speech and the singing of America the Beautiful with audience participation.

2nd Lt. Bruce Wilson and his trio sang the National Anthem, prior to retreat of the colors by the Greenville Composite Squadron Cadets and accompanied by Maj. Perry Carroll on the trumpet.

The S.C. Wing 1993 Conference held March 5-7, featured tours of F-16's at McEntyre Air National Guard Base, sessions on public relations, safety, operations and emergency services, aerospace education and communications.



At Right, S.C. Wing Commanders represent all levels of Command; from left: Col. John Ratcliff (MER Commander), Col. Richard Anderson, Lt. Col. Bobbie Davis, Brig. Gen. Warren Barry, Col. Abercrombie, and Col. T. Richard Herold. At left, Capt. Joe Dalfiume is all smiles as he accepts a Meritorious Service Award.

Warbirds Remember Good Friends and Good Times

Continued from Page 1

in WWII and the Korean Conflict, and also has written several books about his war experiences.

But many South Carolinians know Gabreski as the first Wing Commander at Myrtle Beach AFB from 1958-62.

An astounding group of WWII aviators recognized as previous Warbirds of the Year were invited including: Col. Robert Morgan, pilot of the famous B-17 Memphis Belle, Ensign George Gay, sole sur-

vivor of Torpedo Squadron 8 in the Battle of Midway, Gen. Robert Scott, hero of the Flying Tigers, a now a promoter of military aviation and Gen. Paul Tibbets, renown pilot of the Enola Gay on the first atomic bombing mission in history.

Col. Morgan who was the first Warbird of the Year in 1989 introduced Col. Gabreski to the audience of more than 300.

The snow and ice kept many people from travelling to the awards

ceremony, but those who attended were treated to tender personal recollections and gripping war stories.

Gabreski, true to form, brought boxes of his books, including his latest Gabby: A Fighter Pilot's Life and took orders for many more.

To order his book, write to Col. Francis S. Gabreski, 106 Ryder Ave., Dix Hills, Long Island NY, 11746.

General Charles Horner, a four-star general instrumental in planning Desert Storm, was a guest of the Warbirds and talked about cur-

FYI from the FAA

Planning a Flight? Plan Your Takeoff, Too

Takeoff considerations for the single engine airplane –

First – Be thoroughly familiar with the capabilities and limitations of the airplane you're going to fly .. then using your Pilot's Operating Handbook and applicable documents ... plan...and ...be prepared.

Major Factors to Consider

Gross Weight and Center of Gravity

Gross weight is defined as the empty weight of the airplane plus its useful load. Gross weight directly affects stall speed and, consequently, takeoff velocity.

The higher the gross weight, the higher the speed required before the airplane can takeoff and, therefore the longer the takeoff roll. An improperly loaded airplane, with its center of gravity out of limits, may have undesirable landing qualities.

When you operate at or near your full gross weight, or are carrying a baggage load that might involve abnormal loading, always refer to your Handbook to determine exactly what your loading limits are before you taxi out.

Density Altitude

Density Altitude represents the combined effect of pressure altitude and temperature, and has an effect on performance even at low altitudes and on hot days. High density altitude has a major impact on airplane performance.

Specifically, increased density altitude:

Decreases available engine power for normally aspirated, that is unsupercharged engines.

Decreases propeller efficiency, thereby increasing the required takeoff distance, and

Increases the required takeoff ground roll.

When operating out of a high density altitude airport, remember that your engine will not develop its maximum rated power for that altitude unless it is leaned to the proper fuel-to-air ratio.

Even then, there will be some reduction in available power over comparable performance at sea level. Refer to your Handbook for information on proper leaning procedures for high altitude operation.

Wind

Wind direction and velocity will have a significant effect upon your takeoff roll:

Headwind: a head wind will REDUCE your overall takeoff distance as the aircraft will reach its takeoff velocity more quickly and, hence, will become airborne sooner than in calm air.

Tail wind: conversely, a tail wind will IN-

CREASE your takeoff distance as the aircraft will take longer to accelerate to its takeoff speed. Remember though, your airspeed indicator will, in both cases, read the same indicated airspeed.

Cross Wind: the effects of a cross wind on takeoff performance will vary, depending upon the wind's direction. A 90 degree cross wind will have a negligible effect on takeoff distance.

Gusting winds: a gusting wind situation will require that you keep the airplane on the ground for a slightly longer period of time, thereby increasing your overall takeoff roll.

Runway

Takeoffs and landing distances in Handbooks are predicated on paved, dry, level runway conditions.

A rough, dirt, or grass landing strip will considerably lengthen your overall takeoff distance. Likewise, standing water, snow or slush on a paved runway or an uphill sloping runway, will also significantly increase your takeoff roll.

Ground Effect

When flying close to the ground, drag is reduced due to the restricted air flow patterns around the wing...the so-called "ground effect." This makes it possible to lift off at too high a pitch angle, or too soon with a heavy load. However, taking off too soon, at possibly too steep an attitude, will cause the airplane's angle of attack to get at or near that of a stall, with drag and thrust nearly equal.

If you leave ground effect under these conditions the airplane may not be able to accelerate to its proper climb speed, without first lowering the nose momentarily before climbing out.

This is especially important when departing from a short, soft field with obstacles. What can happen is that you get your "behind the power curve."

In such cases, the only way to regain your normal climb attitude is to lower the nose, accelerate and then climb...the problem is, will it be too late, or can you sacrifice altitude for speed or...are obstacles a problem?

Planning for What if....

Emergency planning is a MUST item in preparation for all takeoffs. Most power losses occur at the first application or reduction of power. The best way to check your engine for a possible malfunction is during your engine run-up, before takeoff.

And don't rush with your run-up either.

Use your check list. Be alert. Look...and listen for any abnormalities that may signal impending power loss or other problem. But what should you do in the event that you do experience a power loss during takeoff or on climb out –

If power loss occurs during your takeoff roll – stop straight ahead on the runway, if at all possible. If insufficient runway remains, continue straight ahead, turning only to avoid obstacles.

If you experience a power loss after lift-off, don't.....repeat DON'T.....attempt to return to the airport. You should instead, lower the nose to maintain proper airspeed, than land straight ahead with your gear down to less impact forces. Make only slight turns to avoid obstacles.

Remember, the cardinal rule in the event of any power loss is to maintain airspeed and control at all times.

If you experience a power loss after sufficient altitude has been gained, you have the option of either selecting on open field in which to land, or possibly doing a 180-degree turn and returning to the airport from which you departed.

But don't be trapped because you have a little extra altitude.

Maintain your best glide speed until you are sure you can reach the area of intended landing.

Then, you can lower the flaps or extend the landing gear. In the meantime, make use of this

valuable time to troubleshoot the problem. Maybe the cause of the power loss is as simple as letting the fuel tank go dry, or placing the fuel selector in an "off" or intermediate position, or

moving the mixture control to idle cut-off.

In Summary

Know your airplane, including all of its subsystems.

Make sure that when you're transitioning to a new airplane, you get a complete checkout, by a competent flight instructor.

Use your Pilot's Operating Handbook in determining your airplane's weight and balance limitations, performance and runway length requirements. And don't forget to calculate the effects of density altitude!

And finally, make consideration of the winds and the condition of the runway part of every preflight planning you do.

This safety feature is provided by the FAA Flight Standards District Office.

Additional copies may be obtained by calling them at (803) 765-5931.

...A 90 degree cross wind will have a negligible effect on takeoff.

...dirt or grass landing strip will considerably lengthen your overall takeoff distance.



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This Month.... Inside Palmetto Aviation

OWarbirds Honor Col. Gabreski
OBreakfast Club Goes to Historic Plantation
OEdwin Pearlstine: A Strong Voice for Aviation
....and much, much more!!

Myrtle Beach Jetport is a Pearl of an Airport

Located only one mile from the Atlantic Ocean, the Myrtle Beach Jetport is now truly a pearl on the Grand Strand.

The terminal expansion project is being completed to reveal a beautiful, modern airport featuring a large two-story atrium space with barrel-vaulted skylight. The sunlight provides natural light to the landscaped space below it, as passengers walk to and from the passenger loading bridges.

In addition, the Jetport now has located the airline baggage claim to the south end of the terminal, as well as a special baggage claim for golf equipment. The terminal expansion project will provide the airport with much-needed room to accommodate the existing increase of enplaned passengers into the Grand Strand.



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